

Freight Mobility Strategic Investment Program

2016 Guidelines

The 2015 Legislature and Governor supported an increase in funding for the Freight Mobility Strategic Investment Board (FMSIB) as part of the new transportation package. As a result, FMSIB is issuing a call for projects that will be ready to go to construction during the 2016 to 2021 time frame. An estimated \$10 million will be available in 2016-2019 and \$18 million to \$23 million is anticipated in 2019-2021. After selection, FMSIB works with project sponsors to assist them with partnership development and agreements.

Call for Projects:

- Call for Projects Initiated: February 3, 2016
- Submittals Due: March 14, 2016
- Preliminary Selection: Week of April 25, 2016
- Project Interviews: Week of May 9, 2016
- Final Adoption: May 20, 2016

Eligible Applicants:

- Cities
- Counties
- Ports
- Washington State Department of Transportation

Applications are available on-line at www.fmsib.wa.gov.

Threshold Eligibility:

- Eligible projects must be on a designated strategic freight corridor. (If it is a new corridor that benefits freight, FMSIB will consider the proposal.)
- Must be listed as part of a state or local transportation plan.

Projects should improve the movement of freight and/or mitigate the movement of freight through local communities. Studies will not be considered at this time due to the large backlog of unmet freight construction needs. FMSIB participation will be limited to the construction phase only but project costs and percentage participation will be determined based upon the total project cost. Projects on the current list of FMSIB projects do not need to apply again. Projects selected in 2016 will be added to this list.

Please complete the Application Form found on our website www.fmsib.wa.gov. All materials must be submitted on letter size pages (8-1/2 x 11), single sided, in black and white only. This includes all text pages, however; any maps, drawings, and photos may be in color. For text entries, use a minimum type font size of 12-pitch type.

The application package is to be no more than a total of 16 pages in length (excluding the vicinity map). All applications are due March 14, 2016, by 5:00 p.m., either electronically or by mail.

Mailing Address:

Freight Mobility Strategic Investment Board
PO Box 40965
Olympia, WA 98504-0965

Electronic Submittal:

fmsib@fmsib.wa.gov

The following guidelines identify the requirements necessary to apply for funding through this program.

Strategic Freight Corridors

For a project to be eligible for consideration in this program, state law requires it to be located on a strategic freight corridor as designated by the Freight Mobility Strategic Investment Board.

However, new alignments to, realignments of, and new links to strategic freight corridors that enhance the freight movement may qualify, even though no tonnage data exists.

- Roads: Four million gross tons annually on state highways, city streets, and county roads. These are commonly known as “T-1” and “T-2” classifications.
- Railroads: Five million gross tons annually. These are commonly known as “R-1” classifications.
- Waterways: Two and one-half million net tons on waterways. These are commonly known as “W-1, W-2, W-3, and W-4” classifications.

Strategic freight corridors are part of the Freight and Goods Transportation System that is developed in partnership with the Washington State Department of Transportation. Up-to-date information on the Freight and Goods Transportation System, including maps, and corridor segments can be found at: <http://www.wsdot.wa.gov/Freight/FGTS/>

Project Summary

Project Title: Provide the title of the project. If this project is a separate stage of a larger project, please indicate which stage.

Applicant Organization: Name of the lead agency requesting funding for the project. Include a contact person, their title, address, email address, and phone numbers.

Project Location: Identify the city, county, and legislative district(s) in which the project is located. For mapping purposes, GPS coordinates are now required.

Strategic Freight Corridor: Identify the strategic freight corridor on which this project is located. (Attaching a detailed vicinity map of the proposed project is required.) Use city/county names, political boundaries, street names, highway route numbers, physical features, mileposts or “direction and distance from” to indicate the location and extent of the project or work sites. Also include the beginning and ending points of the project on the corridor. If the project is part of a corridor development, please indicate how the project will improve the corridor.

Project Addressed in any Regional and/or State Transportation Plans: Identify if the proposed project is in a regional and/or state transportation plan and the date of its inclusion. (Cover & Q9)

List of Supplemental Documents: A vicinity map is required. Make sure that the vicinity map (8 ½ x 11) clearly identifies the strategic freight corridor and location of the project and is an appropriate scale to show the extent of the project.

Project Financial Summary:

Indicate the total match you have committed and/or anticipate and the percentage of match in relation to the total project cost. Also, identify how much of the match is from the public sector and the private sector and the percentage of each type of match in relation to the total project cost.

The total cost of all phases of the project as described. Indicate the dollar amount of the funds being requested from the Freight Mobility Strategic Investment Program. (FMSIB funds should only be shown in the construction phase of the charts.) The Board's statutory policy is 35% minimum match; however, in extreme situations, the Board may consider as low as 20% as minimum match. Statutorily, the Board is also directed to maximize the match to FMSIB funds. (Projects selected during the last five calls have demonstrated a much higher percentage match over 50%.) This program operates on an invoice basis and funding in advance is not available.

Funding Detail (3 Sections)

Partnerships (Section 1): In this section, please list **all** the types of matching fund sources from both the public and private sector partners. Then check whether the funds are anticipated or have already been committed to the project. Also, identify the dollars that **each** fund source is contributing. Finally, total the dollars from all the partners.

Public sector match includes: city, county, state, port (if the funds are applied to a project on port property) and federal funds.

Private sector match includes: railroad, port (if funds are for a project not on port property), private funds raised through specific project collection measures (i.e., LID, impact fees, etc.) and private industry funds.

Funding Allocation (Section 2): List all the types of matching fund sources and their totals from Section 1. In the PE, RW & CN columns list how the money is split in these phases, including when the project intends to use the FMSIB funds for construction. In the *Anticipated/Need column*: total those funds that are anticipated. In the *Total column*: the total for each phase of work and finally the total project cost. In the *Tentative Dates column*: identify the month and year each phase will be completed, including advertisement and construction start date.

Cash Flow Needs (Section 3): In this section, identify the biennium and phase in which you anticipate dollars being expended, separating out the freight mobility funds. In the *total column* they should equal those previously identified in Section 2. Finally, total all the columns and show the percentages per the *Total Project Cost*. These numbers should be the same as those shown on the cover page.

Applicants can receive up to a maximum of 20 points in this section. The points can be achieved through a combination of public and private sector participation and the amount of funds being provided for the project. **This program requires a 35% minimum match.** The Board policy is 35% minimum match; however, in extreme situations, the Board may consider as low as 20% as minimum match. (0-20 point scale)

Match points are determined as follows:

- 1 point for every 4% public sector match
- 1 point for every 2% private sector match

Project Narrative

Question 1: This question is for the applicant to describe the scope of work of the project and to explain how this project meets the intent of the Freight Mobility Program. Response requirements include detailed traffic and roadway network information.

Freight Mobility for the Project Area (35 points): Questions 2-5

Reduction in Delays (25 points)

Question 2 & 3: These two questions are directed at improving freight mobility through the reduction of truck, train or rail car travel time/delays. In Question 3, please describe the safety benefit, noise and emission reduction, reduced delays or other environmental benefits and how the benefit was determined. (0-25 point scale)

Volume to Capacity (10 points)

Question 4 & 5: These two questions focus on the improvement in the volume to capacity (v/c) for truck or train movements during peak periods. In Question 4, a formula is provided for truck movements to determine the volume to capacity (V/C) ratio. Whereas, Question 5 asks for you to describe and provide the information on current capacity and the amount of improvement anticipated for train movement during peak periods. (0-10 point scale)

Freight Mobility for the Region, State, & Nation (35 points): Questions 6-9

Regional Impact (10 points)

Question 6: Describe the significance of this project to the regional economy. Focus on how this project will impact the regional freight transportation system and the regional economy. For example: nature of the improvement and principal freight moved; improved intraregional and interregional freight movement in terms of products, industries and direct employment; improved freight movement and access to domestic and international markets in terms of freight, industries and direct employment; benefits to other regional industries; and access and links to intermodal connections and facilities. (0-10 point scale)

State Economy (10 points)

Question 7: Describe significance of this project to the state economy. The focus will be on the project's impact on the state freight transportation system and the state economy (outside the region). For example: improved intrastate freight movement in terms of products, industries and direct employment; improved freight movement to domestic and international markets in terms of freight, industries and direct employment; and benefits to other state industries. (0-10 point scale)

Port Access/Border Crossing (10 points)

Question 8: Describe how the project improves freight movement for direct port access or across an international border. Direct access is defined as a project that leads directly to a port as its major destination and is generally within two miles of that port. An international border crossing project is one that actually speeds the movement of freight across that border and would nearly always be within one mile of a current or planned crossing. (0-10 point scale)

Regional Corridor (5 points)

Question 9: Describe how this project is part of a regional corridor solution or major system improvement, including whether the project has the support of the local MPO/RTPO. (0-5 point scale)

General Mobility (25 points): Questions 10 -13

General Traffic Travel Time/Delays (10 points)

Question 10: This question is directed at improving general mobility through the reduction of overall travel time/delays. (0-10 point scale)

Queuing (7 points)

Question 11: Calculate the reduced queuing and backups (vehicles/lane) due to at-grade road/rail crossings that will result from constructing this project with the formula provided. (0-7 point scale)

Unobstructed Crossing (5 points)

Question 12: Determine the travel time (in minutes) to an unobstructed crossing when the particular crossing you are improving is blocked. Blocking could be from an at-grade crossing, bridge opening or other obstruction. Highlight emergency vehicle delays if appropriate. (0-5 point scale)

Urban Arterial: (3 points)

Question 13: Designate whether the project is located on an urban principal arterial. (0-3 point scale)

Safety: (20 points): Questions 14-16

Accidents (10 points)

Question 14: Identify whether there has been any railroad crossing accidents (0-5 point scale) and/or non-railroad crossing accidents (0-5 point scale) that this project will help reduce. Summarize the 5-year accident history, and explain how the project will reduce these accidents.

Emergency Vehicle Access: (5 points)

Question 15: Describe if the project is located on an essential emergency vehicle access route and include the closest alternative emergency access. (0-5 point scale)

Railroad Crossing Closure: (5 points)

Question 16: Identify how many and where related railroad crossing closures will take place as a result of this project. (0-5 point scale)

Freight and Economic Value (15 points)

Improved Rail Operations (5 points):

Question 17: Describe how this project will benefit mainline rail operations (i.e., increases train speed, improves train access to terminals, etc.) (0-5 point scale)

Key Employment Areas: (5 points)

Question 18: Describe how this project will improve access to key employment areas. Include the number of employees, the business, temporary and permanent jobs created affected by the improved access. (0-5 point scale)

Train Speed: (5 points)

Question 19: Describe the applicant's level of support for train speed increases if the improvement is funded. (0-5 point scale)

Environment (20 points): Questions 20-23

Non-Attainment Area (5 points)

Question 20: Identify if the project is located in a non-attainment area. (0-5 point scale)

Receptor Sites: (5 points)

Question 21: Identify how many sensitive receptor sites are affected by the reduction in train whistle noise in the vicinity of the grade separation. Vicinity is identified as a quarter of a mile up and down the track and 600 feet each side of centerline. Sensitive Receptor sites include residences, schools, churches, hospitals, hotels and motels, each counted as individual facilities. (0-5 point scale)

Sustainability (5 points)

Question 22: State agencies are required to consider whether or not the entity receiving funds has an adopted policy to reduce greenhouse gas emissions. Describe what sustainability policies and plans your jurisdiction has adopted. This includes methods used to develop the project and reduce the use of fossil fuels (GHG) at the project design, construction or operation of the facility. Examples include:

- Using green materials and high energy efficiency measures and appliances.
- Promoting the use of recycled content materials for building construction.
- Supporting environmental/ecological footprint improvements (e.g., energy efficiency, water conservation, habitat preservation, green alternatives, waste-to-energy, and lowering surface disturbance).

Explain if there are any environmental permits that might affect the project's implementation. For example: right-of-way access agreements, water quality, tribal, archeological, etc. (0-5 point scale)

Air Quality (5 points)

Question 23: Freight projects have the potential to not only improve the movement of commerce but also improve local air quality. Explain how this project provides an overall health, reduced diesel emissions and environmental benefit (e.g. reduction of particulate emissions, contribution to attainment standards in non-attainment area, etc.). Explain how the information and evaluation was arrived at to support the benefit statement (e.g., traffic model, air emissions model, etc.). (0-5 point scale)

Critical Timing (0-5 points)

Question 24: Describe the critical timing of the partnership investments and why it is important to get this project underway within the proposed timeline. For example: deteriorating infrastructure, weight restrictions, available partner funding, concurrency, project impacts, or other critical timing issues. (0-5 point scale)

Cost (10 points): Questions 25 - 26

Cost effectiveness (7 points)

Question 25: Calculate the cost-effectiveness of the project using the formula provided. (0-7 point scale)

Least-Cost Alternatives: (3 points)

Question 26: Describe the degree to which least-cost alternatives were analyzed and considered for the project and what other potential solutions were considered. (i.e., value engineering study, etc.) (0-3 point scale)

Special Issues: (8 points):

Question 27: Describe special or unique circumstances of the project that have not been previously addressed in the application. This may include non-traditional type freight mobility projects, such as the use of Intelligent Transportation System (ITS) technology, public support and coordination, etc. (0-8 point scale)